

The Coast Guard Reservist

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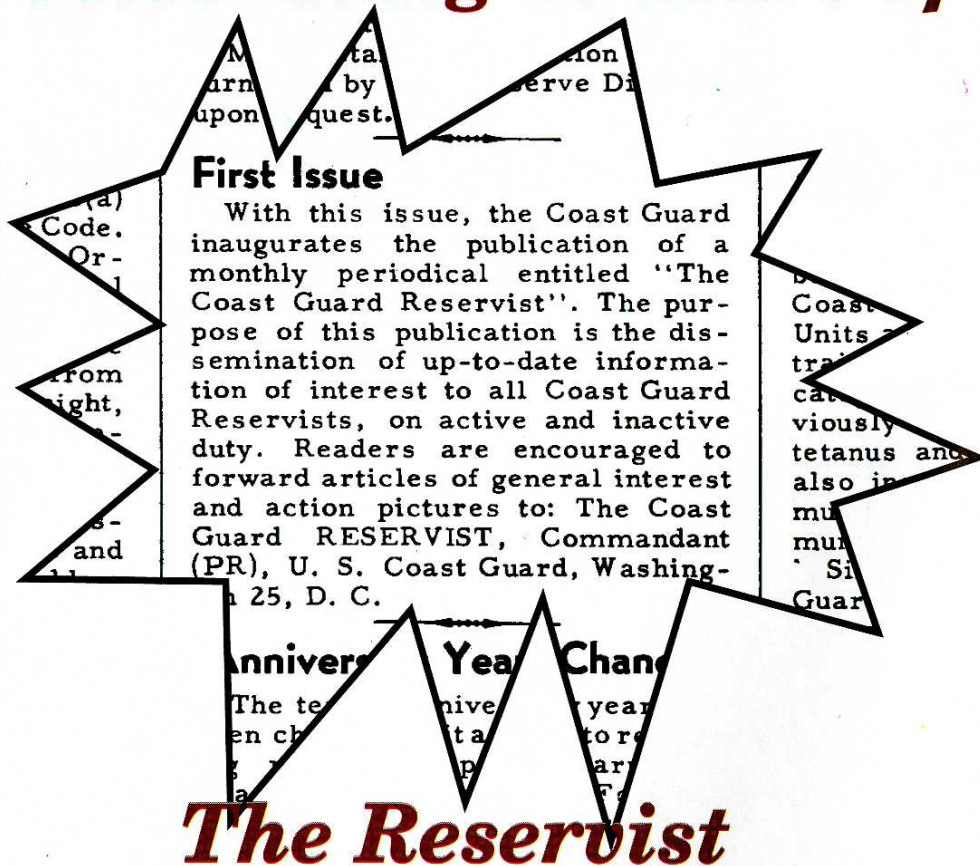


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Celebrating 40 Years of



November 1993 marks 40 years since *The Reservist* was first published. As one of the Coast Guard's oldest and continuously published periodicals, *The Reservist* has weathered many significant and often stormy changes since that first issue rolled off the press. These changes run the gamut from budget crunches to format and size modifications, methods of production and various staffs. Some of these changes are illustrated by our cover this month, which displays various *Reservist* page one formats over the years (the first issue is in the upper left-hand corner). Despite these drastic modifications over the years, what hasn't changed is the purpose of the magazine. The first issue published in November 1953 stated: "The purpose of this publication is the dissemination of up-to-date information of interest to all Coast Guard Reservists, on active and inactive duty." (See clip from first issue above). Now, 40 years and hundreds of issues later, *The Reservist* is still striving to achieve that goal set out in the first issue. In some areas, it is succeeding while in others, it is in need of improvement. Still, the bottom line, as always, is service to you, our readers across the nation.

Happy 40th to *The Reservist*! May it live long and prosper along with our Coast Guard Reserve.

Edward J. Kruska

Editor, The Reservist



A View From the Bridge

By RADM Gregory A. Penington

Chief, Office of Readiness & Reserve

Greetings to the outstanding members of the Coast Guard Reserve! I am pleased to assume the duties of Chief, Office of Readiness and Reserve, and look forward to serving with you as we continue to seek ways to improve our support of the active service Coast Guard.

I was serving as Commander, Ninth District when our Port Security Units were activated for Desert Storm/Desert Shield. Shortly after I arrived at Headquarters, reservists responded to the devastating floods in the Midwest and, as reported in this issue, the potentially disastrous oil spill in Tampa Bay, Fla. I am fully aware and appreciative of the diversity of skills among our reservists, and of their commitment and dedication. I also believe that we have the potential to raise the level of our training and effectiveness even higher.

As of press time many issues remain undecided, most significantly what the size of the Selected Reserve will be after Congress takes final budget action. When it does, we will be able to give you more information about whether the Coast Guard Reserve will be downsized and, if so, how it will be done. The only action that has been taken so far is the suspension of recruiting.

Regardless of our size, however, the Coast Guard Reserve is pressing ahead with several projects that should improve our efficiency. Notably, many of these projects have been undertaken jointly with the active service side of the house. For example, a Reserve Field Organization Quality Action Team was chartered by the Chief of Staff to make recommendations concerning the structure of Reserve field units and their relationship to active service units. This QAT contains active service personnel, Reserve Program Administrators, and reservists. Similarly, active and Reserve personnel worked together on a study of the Marine Safety program and ways of improving Reserve support, and a second group is being assembled to examine Reserve support to the boat stations.

These joint studies underline the Coast Guard's commitment to a closer alignment between its active and Reserve components, both in planning and in action. As final decisions are made on the recommendations of the various working groups, we will keep you informed. In the meantime, keep up your great work. I am proud to lead the Coast Guard Reserve as it begins its 53rd year of service to this nation.



A profile of the new Chief of G-R



Education

- ✓ U.S. Coast Guard Academy graduate, 1960
- ✓ Masters Degree in Public Administration, University of Rhode Island, 1969
- ✓ U.S. Naval War College Command and Staff School, 1971

Duty Stations

- ✓ Commanded CGC CONIFER
- ✓ Commanded Group Mobile, Ala.
- ✓ Commanded LORAN Station Palau (Caroline Islands)
- ✓ Chief of Staff, 13th CG District, 1987-1990
- ✓ Commander, 9th CG District, 1990-1993

Headquarters Assignments, Washington, D.C.

- ✓ Chief, Officer Status Branch
- ✓ Chief, Search and Rescue Program
- ✓ Deputy Chief, Office of Personnel
- ✓ Special Assistant to Assistant Secretary of Transportation
- ✓ Chief, Office of Readiness & Reserve

Awards

- ✓ Legion of Merit
- ✓ Coast Guard Meritorious Service Medal (three awards)
- ✓ Coast Guard Commendation Medal (four awards)
- ✓ Coast Guard Achievement Medal
- ✓ Department of Transportation Secretary's Award
- ✓ Various unit citations and service ribbons

Personal

- ✓ A Seattle native, RADM Penington is married to the former Eleanor D. Sepucha of Belmont, Mass. They have five children.

RADM Penington is the 16th Chief of G-R. Who were the others before him? Find out on the back cover....



Fire in the Bay!

Tampa's brush with disaster

STORY BY CAPT T.R. SKAIFE

Commander, Reserve Group Florida West Coast

and

PA1 HELEN B. CARNEY

RU MSO Jacksonville

PHOTO BY PA2 SIMONE ADAIR

7th District Public Affairs

In the predawn hours of Aug. 10, Coast Guard Group St. Petersburg received a "mayday" from the tug *Captain Fred Bouchard* reporting a collision, explosion and fire involving three vessels. The *M/V Balsa 37*, a bulk carrier transporting phosphate and phosrock, was damaged in the collision and began taking on water. Its crew was later able to get underway on its own power and grounded the vessel to prevent sinking and capsizing.

Fire in the Bay!

The second vessel, the tug *Seafarer* and its 546-foot tank barge *Ocean 255* carried 255,000 barrels of various fuels which included unleaded gasoline, premium gasoline, diesel, and Jet-A fuels. The #6 starboard tank on the *Ocean 255* exploded and burned for over 20 hours. Eleven crewmembers of the *Seafarer* were rescued by a pilot boat after they abandoned the flame-engulfed barge.

The third vessel, tug *Captain Fred Bouchard* and the tank barge *B 155* carried #6 fuel oil, a thick, heavy industrial grade oil. The barge *B 155* was holed in the #1 port tank and spilled approximately 7,840 barrels (330,000 gallons) of the fuel oil into Tampa Bay.

Reservists called in

By 11 a.m., Commander, Coast Guard Forces was activated, and 18-20 reservists were called from Reserve Group Florida West Coast to provide operational support. Most responded within a few hours. Additional reserve personnel were called to Temporary Active Duty (TEMAC) to assist with oil spill operations. By the end of August, 67 reservists were brought in to carry on the day-to-day operations. Later, as the active duty personnel needed relief in the field, more reservists were summoned.

"An oil spill of this magnitude together with a three-vessel collision is very unusual, but the reservists were right there with us," said CAPT Richard Harbert, Commander, Coast Guard Forces and Federal On-Scene Coordinator. Since OPA 90 (Oil Pollution Act), we have an improved planning process. The excellent working relationship we now have between active and reserve personnel made the transition during this emergency a smooth one."

As the scenario unfolded, the need for reservists increased. Over 300 Coast Guard Reserve and active duty personnel responded to the fire and subsequent pollution incident. Along with MSO Tampa and Group St. Petersburg, CGCs DECISIVE, VISE, SITKINAK, and POINT STEELE, small boats from ATON Team St. Petersburg and from stations St. Petersburg, Cortez, and Sand Key, helicopters from CG Air Station Clearwater, and personnel and equipment from the CG Gulf Strike Team were involved in the operation. More than 240 boat hours were logged and 64 Coast Guard air sorties were logged for a total of 83.1 flight hours.

Fire fighting first priority

Fighting the fire onboard the barge *Ocean 255* was the first priority. The Tampa Fire Department was assisted in extinguishing the blaze by the crew of the

CGC DECISIVE, the Gulf Strike Team, and by other Coast Guard personnel.

One reservist, PS2 Jim Jarrett of RU MSO Tampa, is a firefighter with the nearby city of Sarasota Fire Department. The Tampa Fire Department requested the assistance of the Sarasota Fire Boat and by mid-morning, Jarrett and his fellow firefighters were on scene.

"When the collision occurred the vent lines to the gasoline storage tanks were ruptured, causing a huge fire ball when the gas vapors ignited," said Jarrett. "The explosion blew the top off of #6 starboard fuel storage tank, and the fire that resulted was intense.

"We were concerned about evacuating the 11-member crew from the tug *Seafarer*. Just about the time that we were ready to begin the rescue, a sudden storm came up, making it too dangerous."

Eventually, the crew abandoned ship and were picked up by a pilot boat which carried them to safety.

"After nearly 20 hours, the firefighters were able to flow sufficient foam onto the barge to extinguish the fire," said Jarrett.

The fire was extinguished Aug. 11 around 4 a.m.

"Over 300 Coast Guard Reserve and active duty personnel responded to the fire and subsequent pollution incident."

Oil slick containment

Meanwhile, in an effort to prevent #6 fuel oil from fouling the pristine beaches along Tampa Bay, containment booms were immediately

deployed around the stricken vessels. Additional boom was deployed to protect the environmentally sensitive areas off of Egmont and Mullet Keys. The main channel to Tampa Bay was closed to vessel traffic.

On Aug. 11, the spilling of fuel from barge *B 155* was curtailed. However, the resulting oil slick extended for 15 miles off of the northwest coast of Egmont Key, streaming northwest into the Gulf of Mexico. The slick became fragmented and was no longer in one piece, making clean-up operations more difficult.

Once the fire was extinguished, the CGC VISE and the commercial tug *Edna St. Phillips* began skimming operations using two Vessel of Opportunity Skimming Systems (VOSS) stored in Tampa and operated by members of the Gulf Strike Team, commanded by CDR J. Kichner, and personnel from MSO Tampa and RU MSO Tampa.

The port of Tampa was reopened to one-way traffic Aug. 11. Barge *B 155* had 60 percent of its cargo off-loaded by a second barge and the holes in the *MV Balsa 37* were temporarily patched by divers.

Maritrans and Bouchard were the companies that owned the tug/barge vessels involved in the collision and which subsequently discharged oil products into the

Continued on next page

Fire in the Bay!

water. They hired 260 people to handle the clean-up.

By Aug. 12, the port was opened to two-way traffic, with vessels required to travel at slow speed to prevent boom disruption and oil contamination of the beaches. For a while, it appeared that the beaches would be spared but by Aug. 14, winds that had been blowing from the southeast, changed direction and began blowing from the west, carrying the oily sheen and tar balls onto the pristine beaches of Florida's Gulf Coast. Within two days, more than 11 miles of beaches were contaminated with oil.

A community effort

All the federal, state and local agencies involved geared up for the crisis. Additional beach cleaning personnel were added. The numbers of workers increased daily, eventually reaching more than 1800 contracted personnel. Active service Coast Guard personnel were brought in from Jacksonville, Miami, Savannah, San Juan, Charleston, Philadelphia and COTP New York. Additional reservists were recalled to provide relief for the fatigued personnel who had been working nearly round-the-clock since the crisis began.

Because of the major role tourism plays in the economy of the Tampa area, the prospect of beaches being ruined by oil brought the people of the Bay area together. They were fully supportive of the clean-up efforts.

"I've never seen anything like it," said LT Larry Barninger, CO of RU Station Fort Pierce. "We never officially closed the beaches — that was left up to each of the local municipal governments. We had people coming down to talk to us while clean-up was going on. The restaurant owners would bring sandwiches, soft drinks and cold water to the work crews. There was none of the hostility that occurred during past incidents. The various news media were very cooperative and encouraged our efforts. Maritrans and Bouchard jumped right in

and met their responsibilities. The federal and state regulatory agencies and the local governments also cooperated with each other, and collectively helped speed up the clean-up operation."

With the lucrative Labor Day holiday only several weeks off, city governments and business owners asked if it were possible to have the clean-up finished by then. Clean-up continued over the next two weeks as contract personnel labored to remove the oil off the beaches, docks, piers and sea walls. Despite preventive measures, many workers suffered from heat exhaustion. Coast Guard Reserve and active personnel were also out at the clean-up sites, monitoring the clean-up and providing coordination between the various involved agencies.

Glistening in the sun

CAPT T.R. Skaife, Commander, Reserve Group Florida West Coast, in a summary statement wrote: "This significant oil spill, possibly one of the largest experienced in the 7th Coast Guard District, reveals how well the active and reserve forces integrate to meet contingencies of large magnitude. The first few days of any "around-the-clock" full force operational deployment initiated by active duty personnel cannot be sustained without the immediate operational support of reserve forces."

For reservists like PS1 Dale Carnell, RU MSO Tampa, there is a satisfaction in being part of the Coast Guard Reserve that runs deeper than most. Carnell lives on the beach in Tampa — and for him and many others, seeing the once glistening beaches fouled by black oil, the sand stained and puddles of oil standing "like soup" was an upsetting experience. But then, within a matter of days, through the tremendous hard work and dedication of many people, the beaches were once again glistening white in the sun.



Photo by CAPT T.R. Skaife, Reserve Group Fla. W. Coast

An oil slick begins to stream into Blind Pass during incoming tide Aug. 14. Blind Pass separates St. Petersburg Beach and Treasure Island Beach. Oil continued on into Boca Ciega Bay, part of the Intracoastal Waterway.





Reservists lend hand during peace talks

By PA1 Marguerite A. DeMartino, USCGR

GOVERNORS ISLAND, N.Y. — The extremely critical Haitian Peace Talks sponsored by the United Nations between President Jean Bertrand Aristide and Lt. Gen. Roaul Cedras were held here for nearly a week the end of June. Because of the controlled availability and limited access, Governors Island was a unique choice to play a major role in the historic meeting, especially as the talks came on the heels of terrorist groups threatening to bomb a number of major sites in the New York metropolitan area.

As U.N. delegates, dignitaries, security and press corp personnel packed G.I., both Coast Guard active and reserve personnel mobilized to keep the island secure and safe from any threat or form of terrorist activity. Members of Reserve Group New York and RU New York augmented active duty boat crews, investigation units, logistical support teams and liaison officials while the talks were underway.

During a time when terrorism captured the news headlines and was on the minds of many, the Coast Guard enabled the operation to proceed without any threats to security.



Largest D2 call-up follows Midwest floods

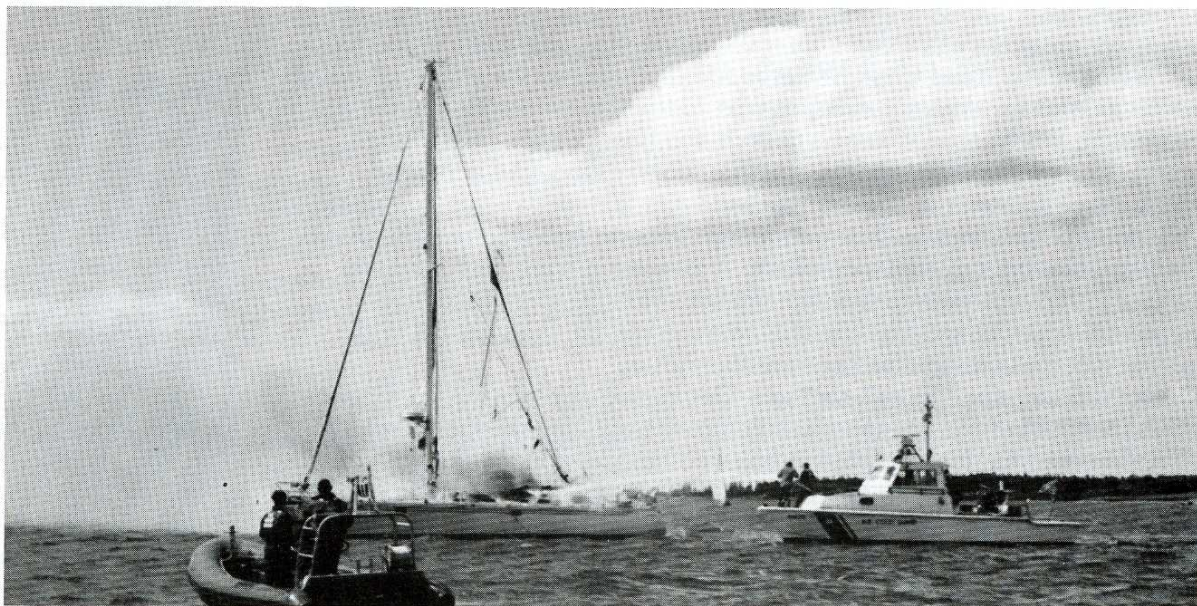
By PA2 Chuck Bauman, RU Louisville

ST. LOUIS — The weather service said the unusually heavy rains which precipitated record flooding in the Mississippi River basin were the result of the unusual placement of a jet stream over the northern, midwestern states. Whatever the cause, when the "Great Flood of '93" necessitated the largest reserve call-up in 2nd CG District history, hundreds put their lives on hold and responded to relief efforts.

Over 440 reservists from 19 2nd District units reported to either Commander, CG Forces St. Louis or Commander, CG Forces, Paducah, Ky. The key asset available was the Disaster Relief Unit (DRU), an operational tool unique to the 2nd District.

The DRU crews, the majority of whom were reservists, hauled sandbags, transported government officials, assisted the Army Corps of Engineers, transported water, food and supplies...the list goes on.

Each year, 2nd District reservists have faithfully pulled out the flood punts and trained during drill weekends. During the months of July and August 1993, that training paid off.



Station Southwest Harbor, Maine's 41-footer manned by reserve and active crew fight a fire aboard the 51-foot "Evening Star" off Greening Island July 17. Coxswain on the 41-

footer is reservist BM2 Tom Reagan. Meanwhile, the Station's RHI, with reservists DC3 Scott Homstead and PS1 Gerily Bosse aboard, maintains a safety zone.

Photo by Stockton Andrews, Bar Harbor Times, Maine



Hurricane Emily hits home!



Group Cape Hatteras' RM1 Greg Mason, right, surveys damage to his home with Ada Favorite and Melissa Frederickson of the 5th District's housing office. Hurricane Emily hit the Cape Hatteras, N.C. area Aug. 31. Coast Guard Reservists assisted with clean-up and reconstruction.

Photo by PA1 Dave Oney, D5 Public Affairs

From D5 Reports

CAPE HATTERAS, N.C. — On Aug. 31, Hurricane Emily struck Cape Hatteras and skirted the Carolina/Virginia coastline before veering off to sea early Sept. 1. The storm was tracked closely as it approached the U.S. east coast, and widely reported by national and local media. These factors, combined with the recent memory of Hurricanes Andrew and Hugo, led to intensive preparations along vulnerable coastlines, and some evacuations.

Coast Guard Group Cape Hatteras felt the brunt of the storm, recording winds as high as 112 knots. Due in part to the intense media coverage given Hurricane Emily, there were no Search and Rescue calls related to the storm. However, coastal aids to navigation were damaged and Cape Hatteras Lighthouse — the nation's tallest at 208 feet — was extinguished.

Maintenance and Logistics Command Atlantic deployed reconstruction teams to aid in the restoration effort. A 20-person team from Support Center Portsmouth, Va. and a 12-member reconstruction team from Support Center Elizabeth City, N.C. were deployed early Sept. 1 with another 12 reservists following soon thereafter.

Initial reconstruction team efforts were aimed at restoring the Group's operational status and repair damaged facilities. Damage sustained included water/flood damage to housing units and engineering buildings, two duplex housing units destroyed, one duplex housing unit's roof/windows needed replacement, three rooms in the unaccompanied personnel housing building needed major repairs, and partial damage to the exchange roof.

Little or no damage was reported at other local Coast Guard units. Also, in an effort to assist neighbors, the Coast Guard reached out into the surrounding community to aid in their restoration efforts.

Coasties volunteer at Scout Jamboree

By PA3 Sharon Wilkerson, USCGR

FORT A.P. HILL, Va. — When 30,000 scouts and volunteers from throughout America gathered at the 1993 National Scout Jamboree here Aug. 2-10, the Coast Guard was also on hand. The Coasties, who have been involved with the Jamboree since 1981, this year worked at the Sea Explorer National Exhibit and Merit Badge Midway.

Coast Guard members helped Sea Explorer adult leaders teach proper VHF Radio procedures and rope work at the Sea Explorer Exhibit in Jamboree City.

At Merit Badge Midway, the Coast Guard helped scouts working on two merit badges in motorboating and small boat sailing.

"The ones who come here and take the merit badge are very sincere, and they are very interested in

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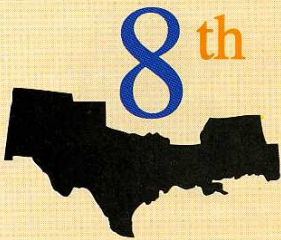
the badge," said BMCS Richard O. Danley, motorboating instructor at Merit Badge Midway. "They come here with the attitude that they have a boat, and they want to get the merit badge because the scouts offer it."

Other Coasties helping out included LT Wayne Stacey, CO of SAR Station Indian River; LT Robert Bowen, MSO Morgan City, La.; LTJG Tim Griffing, Buxton, N.C.; PSCS Douglas Yeckley, Station St. Inigoes; BMCS James Ludwig, Reserve Group Baltimore; PSC William Reisa, RU Norfolk; SSCS Dan Benfield, TRACEN Cape May; BMC Ed Neale, RU Moriches, Long Island, NY; PS1 Michael Dubro, RU MSO San Francisco; BM2 Martin Maher, Station Rockaway; BM2 Joseph Quintiliani, Station Woods Hole; SK3 Nauri Ahmed, RU York River and PS3 Wayne Drown of Chattanooga, Tenn.



BMC E.J. Neale of RU Moriches, N.Y. works with Boy Scouts on the small boat sailing merit badge at the scouts national jamboree Aug. 2-10.

Photo courtesy of BMC E.J. Neale, RU Moriches, N.Y.



Reservist to appear on "American Gladiators"

By PA3 Sam Goforth, RU Dallas

DALLAS — YN3 April Wheat of RU Dallas recently spent five weeks in Los Angeles filming for the athletic competition TV show, *American Gladiators*.

Wheat tried out for the show in Houston and was selected from 10,000 athletes who tried out across the U.S. Thirty-two men and women were selected to appear on the show for the '93-'94 season. Wheat competed in three shows and made it to the semi-final round after sustaining a bloody nose, two black eyes, a sprained ankle and being body slammed three times (a pretty good finish despite being the smallest contender at 5-foot one-inch and 115 pounds).

The dates that her shows will air are projected to be Oct. 30 and Nov. 13. Watch local listings for times in your area.



YN3 April Wheat

Photo by PA3 Sam Goforth, RU Dallas



Desert Storm Coastie displayed at museum

By BMCM R. A. Borchert, USCGR

MADISON, Wis. — A new Wisconsin Veterans Museum held its grand opening on Capitol Square here June 6. On hand representing the Coast Guard were BMCM Ray Borchert, MKC Loren Sendek and PSC Sandy Mitten.

One of the displays in this new museum contains an impressive life-like manikin of Mitten of PSU 303. She is posed in desert camouflage with a 50 cal machine gun.

During Governor Tommy Thompson's Keynote Address, special mention was made of Mitten and the Coast Guard's dedication to serve this nation. Governor Thompson invited the Coast Guard members to join him for a reception following ceremonies at the Capitol.

11th **USCG maintains order throughout illegal Chinese ordeal**

By Dean Jones, 11th District

BAJA, Mexico — When Coast Guard cutters intercepted three rusty fishing trawlers in international waters here July 7, they discovered a cargo of 662 illegal Chinese aliens.

Over 700 CG personnel, including 30 from Reserve Group San Diego, were involved in the mission of detaining these vessels at sea as the Immigration & Naturalization Service interviewed the aliens and the National Security Council determined their fate.

The operation ended July 19 when the Mexican government agreed to accept the boats and repatriate the passengers back to China.

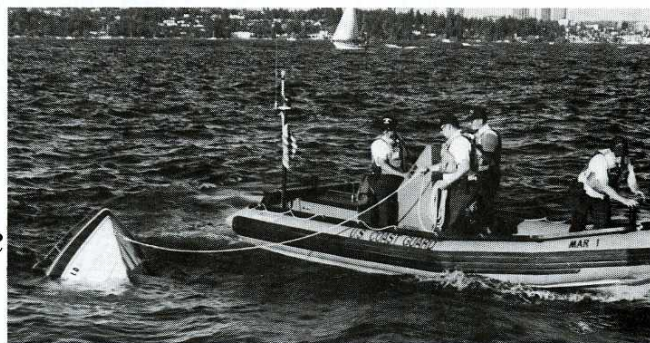
13th

By PA1 Andre Billeaudeau, USCGR

SEATTLE — Just after the Seattle Seafair Hydro races ended on Lake Washington Aug. 1, a 20-year-old male boat operator and 15 of his boating friends found themselves bobbing without a vessel after their 18-foot Bayliner was swamped and sunk while being towed away from the race area by a good samaritan.

Two rigid hull inflatable boats from Group Seattle and a 41-footer from Station Bellingham responded and picked up 11 of the 16 who had been unsafely overloading the now-sunken Bayliner. The remainder of the survivors were taken aboard the towing pleasure craft.

Salvaging after Seafair



CGC MARIPOSA RHI boat crew attaches a line attempting to keep an 18-foot Bayliner from sinking.

Photo by PA1 Andre Billeaudeau, USCGR

Although this 16-person rescue was the largest of the day, Coast Guard active, reserve and auxiliary members responded to scores of calls during the annual three-day boat racing event. Incidents ranged from drunk and disorderly boaters to air and water medical evacuations. Many reservists are involved in and play a large part in Seafair each year.

14th

Shark chases surfer / reservist

From D14 Pacific Shield

OAHU — A 10- to 12-foot shark chased Coast Guard Reservist James Garland from the water June 11.

The 24-year-old full-time life-guard was surfing on Oahu's south shore when he was forced onto a jetty and yelled for help. The shark continued to circle. A couple with a cellular phone called for help and a fire department helicopter soon flew over the jetty and gave him an all-clear sign.

"It was a pretty amazing experience," said Garland. "I'm kind of happy I'm still here."

James Garland

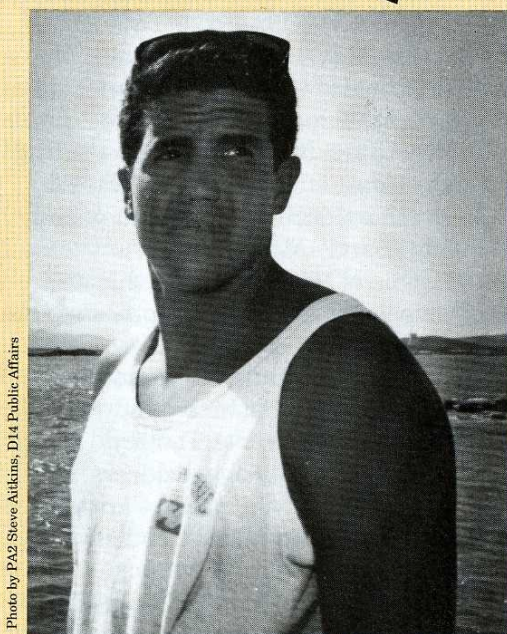


Photo by PA2 Steve Aitkins, D14 Public Affairs

17th

All safe as cruise ship evacuated

From Fairbanks Daily News-Miner

JUNEAU — All 134 passengers aboard the cruise ship *Yorktown Clipper* were safely evacuated when it began taking on water in Glacier Bay National Park Aug. 18. The 219-foot cruise ship apparently struck Geikie Rock, about 45 miles west of Juneau. All passengers were transferred to the cruise ship *Westerdam*.

Three CG helicopters from Sitka flew pumps to the ship. MSO Juneau monitored the mishap with reservists providing administrative support.

The last cruise ship accident in Alaska waters occurred Oct. 3, 1980. The 427-foot *Prinsendam* caught fire and sank in stormy seas 150 miles west of Sitka with more than 500 passengers and crew rescued.



Tip ' the Hat



Unit / Group reservists of year

• **BM1 Dennis Olvany** was recently honored as RU New Orleans Reservist of the Year for 1992.

• **MK2 Melvin G. Johnson** was selected as RU Gulfport's 1992 Reservist of the Year recently. Johnson, a Biloxi, Miss. resident, was recognized for his contributions toward improving the administrative efficiency of Mississippi's only Coast Guard Reserve Unit.

• **EM3 Glen Anderson** has been selected as Reserve Group Sandy Hook, N.J.'s Sailor of the Year. Anderson is a member of RU Manasquan Inlet.

• **BM1 Kim Richards** of RU Great Lakes was recently awarded the Howard Silverman Memorial Award. This annual award is chosen by Reserve Group Milwaukee from nominations solicited from RU Great Lakes, Chicago and Lake Michigan.

Wisconsin Military Awards

YN2 Karen M. Borchert of RU Green Bay and **SS3 Thomas E. Kotz** of RU Milwaukee were among 50 Military Achievement Award recipients from all branches of the Armed Forces at the 29th annual Wisconsin Guard and Reserve Military Achievement Awards Ceremony Aug. 22 at the State Capitol in Madison. Borchert and Kotz were chosen based upon their distinguished service.

Alabama Governor's Outstanding Enlisted

SK3 Glen L. Hodge of RU MSO Mobile, Ala. was recently awarded Alabama's 1993 Governor's Outstanding Enlisted Representative Award.

RU MSO Jacksonville wins '92 NDTA award

RU MSO Jacksonville, Fla. is the National Defense Transportation Association Award for 1992. LCDR John Brown, CO of RU Jacksonville, accepted the award at NDTA's Annual Forum Sept. 20 in Salt Lake City.

NDTA sponsors annual awards to military transportation or logistics units from each of the Armed Services that have distinguished themselves in operational transportation missions.

RU MSO Jacksonville was chosen based upon its substantial support to the Maritime Preposition Force (MDF), which includes half of its officers and 25 percent of its enlisted in direct operational support of the program. The unit also provides qualified primary instructors to train personnel in container inspections and augments during download ops. Thirteen Coast Guard units were nominated. The Commandant made the final selection.

USNL award to Freeman

The U.S. Navy League, Wilmington Council recently presented its annual "Outstanding Coast Guard Reserve Enlisted" award to **BM3 Michael A. Freeman**. He is attached to RU Oak Island, NC, Detachment Wrightsville Beach.

NNOA Dori Miller Award

CDR Percy Norwood, Jr., Chief, Reserve Training Support Branch at HQ was presented the NNOA's Dori Miller Award as well as the Most Outstanding Chapter President Award during the 21st NNOA convention at the Adams Mark Hotel in Memphis, Tenn. July 24. Secretary of the Navy John Dalton presented the awards.

Retirements

SKC Kenneth McGruder, RU Base New Orleans
YN3 Dorothy M. Williams, Res Group Baltimore

Awards & Medals

CG Commendation Medal

LCDR Greg Gomel, CGHQ (G-RS-1)

CG Achievement Medal

FSCS Stephen M. Hillman, RU Cincinnati

PSC Stephen R. Gregoire, RU Cincinnati

PS1 Raymond L. Spann, RU Louisville

MK1 Raymond C. Mullins, RU Louisville

LT Thomas C. Thomas, RU Owensboro, Ky.

Commandant's Letter of Commendation

LCDR Mark Telich, RU Toledo

LTJG Michael Smity, RU Toledo

CWO3 John Kulma, RU Toledo

YN3 Dorothy M. Williams, Res Group Baltimore

LCDR Timothy Boeddeker, RU MSO St. Louis

CDR Randall H. Streulluf, RU Leavenworth

YN1 Ronald P. Parker, RU Louisville, Ky.

EM1 John P. Watson, RU Louisville, Ky.

PS1 James Santoro, RU Memphis, Tenn.

PSC Donald E. Osterhaus, RU Omaha, Neb.

MK2 Barret D. Feigh, RU Cincinnati

MK1 Herbert P. Keifer, RU Cincinnati

SKC Daniel G. Jackson, RU Nashville

MKC Robert A. Hicks, JR., RU Pittsburgh

YN3 Peter J. Steele, RU Pittsburgh

BM3 James G. Earhart, Jr., RU Pittsburgh

CWO2 William T. Siler, RU Chattanooga

Navy Achievement Medal

LCDR Eugene C. Brandau, USCGR

Permanent Cutterman's Insignia

QMC William Hett, RU Ships New Castle, NH

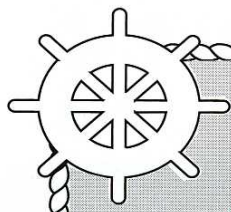
CG Meritorious Unit Commendation

MK1 Robert Patrick, RU Portage, Mich.

(Station Portage, Mich.)

Taps

• **CWO George Willis Tauxe**, USCGR, 50, of Norman, Okla., passed away July 16, 1993. He was a graduate of UCLA where he earned his BS, MS, and PhD degrees in water resource engineering and was an expert in computers. As a civilian, he was an Associate Professor at the University of Oklahoma. His Coast Guard Reserve career began in December 1964, when he served aboard the CG Tug Pendant and with other Los Angeles area reserve units. Later, he served with RU Dallas where he was the primary force behind making RU Dallas outstanding for its data base capabilities. He is survived by his wife, Irene; a daughter, Lianne; three step-children, Michael, Tammy, and Joey Mlekoday; his parents, Wilma and George J. Tauxe; and many other relatives and friends. In honor of his contributions, the University of Oklahoma has established a Civil Engineering scholarship fund in his name. Services were held July 19, 1993 at St. Elijah Orthodox Christian Church in Oklahoma City. Interment was in Warren Cemetery in Norman, Okla. with U.S. Coast Guard military honors.



First Call...

New ID cards

The Department of Defense and the Coast Guard will soon be issuing a new ID card to active, reserve, retired, and dependent personnel at various test sites around the country. The Coast Guard will test the card at Coast Guard Headquarters beginning in late October.

Features of the new credit-card sized, tamper resistant ID card include a digital photograph image of the bearer, bar codes containing pertinent machine-readable data, and printed identification and entitlement information. The new ID card is also less costly and is quick and easy to produce. The color of the cards will remain the same: active duty, green; reserve and their dependents, red; retirees, blue; and dependents, tan.

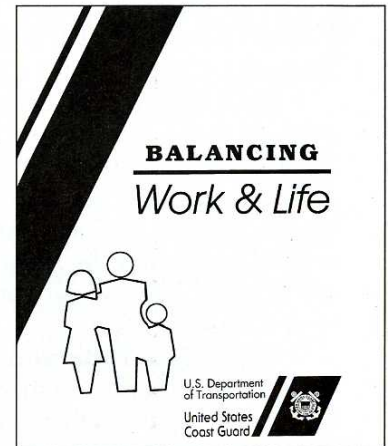
The new test ID cards will only be issued to persons who need a new card for the usual reasons: change in grade, change in status, etc. All eligible persons will begin receiving the new card in January 1994. The new ID cards will be fully-implemented over a 4-year period. Meanwhile, the old ID cards will continue to be valid.

Work-Life booklets

Balancing Work & Life, a 72-page booklet will be mailed to every Coast Guard Selected Reserve member sometime during the fall.

Work & Life is designed to help single members and Coast Guard families make the most

of their association with the Coast Guard. It will introduce you to a broad range of important subjects including general Coast Guard knowledge, benefits, personal financial and legal affairs, personal and family assistance. An eight-page section is dedicated specifically to the Coast Guard Reserve.



SELRES budget status

As of press time in late September, FY94 budget status was uncertain as Congress had not yet passed a FY94 DOT appropriations bill. Thus, the final size of the SELRES based on that funding is still pending.

FRONT

ARMED FORCES OF THE UNITED STATES	
	U.S. COAST GUARD ACTIVE
NAME LT JONES, JAMES J.	EXPIRATION DATE 000-00-0001
GENEVA CONVENTION IDENTIFICATION CARD	

ACTIVE DUTY • GUARD/RESERVE • RETIRED

BACK

DATE OF BIRTH 1950 JUL 12					
WEIGHT 170	HEIGHT 72	HAIR COLOR BR	EYE COLOR BR	DATE OF ISSUE 1993 OCT 01	
BLOOD TYPE AB-		GENEVA CONV CATEGORY III			
DD FORM 2 (ACTIVE) OCT90 PROPERTY OF US GOVERNMENT					

ACTIVE DUTY • GUARD / RESERVE

FRONT

UNITED STATES UNIFORMED SERVICES	
	EXPIRATION DATE 1997 SEP 30
SPONSOR SERVICE USCG	SPONSOR STATUS N/A
REL CAPT WORK/RES	RELATIONSHIP CH
SECURITY NUMBER 000-00-0002	SPONSOR SAMPLE RETIRED
EXCHANGE COMMISSARY	
IDENTIFICATION AND PRIVILEGE CARD	

DEPENDENT

BACK

DATE OF BIRTH 1983 JUN 19					
WEIGHT 160	HEIGHT 65	HAIR COLOR BR	EYE COLOR BR	DATE OF ISSUE 1993 OCT 01	
MEDICAL DIRECT: YES		CHAMPUS YES		EFF DATE 1993 SEP 30	
DD FORM 1173 OCT90 PROPERTY OF US GOVERNMENT					

RETIRED • DEPENDENT

ROA Mid-Winter '94 slated for Jan. 24-26

The Reserve Officers Association Mid-Winter Conference & Exposition is scheduled for Jan. 24-26, 1994. The conference site is the Washington Hilton & Towers, 1919 Connecticut Avenue, N.W., Washington, D.C. The exposition is open to the public daily from 10-3 p.m. For more information, contact Betsy Lauer at (202) 646-7758.

Reservist Deadlines

January '94 Monday, Nov. 15
February '94 Wednesday, Dec. 15
March '94 Friday, Jan. 14

Special orders through CGXs

Coast Guard members are used to shopping for great values at their local Coast Guard exchanges (CGXs). For those items they do not carry, CGXs are able to "special order" authorized merchandise for their customers. CGXs have business relationships with major manufacturers which enable them to order desired items, such as electronics, major appliances, giftware, sports gear, and much more. Customers should visit or call their local CGX for more details.

Two examples of this special order service are provided by the North Coast CGX in Cleveland, Ohio and the CGX in St. Louis, Mo. To use their toll-free, order-by-phone services, customers call 1-800-242-9157 for Cleveland or 1-800-543-CGES for St. Louis. A Customer Service Representative will take information about the desired item. Having the make, model number, and manufacturer helps speed the process. Within 72 hours, the Customer Service Representative will get back to the customer with price, availability, and delivery information. This service is available to authorized exchange patrons — active duty, retirees, reservists, and auxiliaries. Eligibility will be verified when orders are made.

CGXs offer this special ordering service as a means for military personnel to find exactly what they need at the best possible price.



Submitting articles via E-Mail / Internet

There are now **two** different ways for personnel to submit information/articles electronically to *The Reservist* magazine.

1. For users with a Standard CG

Workstation: Send transmissions to **Editor/Reservist** where Reservist is the mail center routing through **G-RPost**. If users do not have access to G-RPost, they may access G-RPost via modem number 202-267-4168 or X.25 number 311020201366. For assistance, check with your E-mail administrator.

2. For users with a non-Coast Guard computer: You must belong to a national Bulletin Board Service (ie. CompuServe, The Source, Prodigy, etc.) which provides Simple Mail Transfer Protocol (SMTP) services to the Internet. The mail address via the Internet is:

editor/reservist@reserve.hq.uscgr.gov (This mail address should be in lower case characters only with no spaces between letters). The IP address for those who need to know is 198.179.21.5. This IP address is valid for at least the next year at which time it is expected to be changed.

For more information, contact Mr. Vic France at 202-267-0673 or Mr. Paul Ouellette, 202-267-6949.



ALDISTs / ALCOASTs / COMDTINSTs

FY94 Urinalysis Testing Program	ALCOAST 087/93
Downsizing of the Selected Reserve (SITREP One)	ALDIST 226/93
Reserve Officer Authorization Listing (ROPAL)	ALDIST 273/93
FY94 Budget Status	ALDIST 285/93

Nationwide TEMAC/SADT/EAD

As of 10/13/93

Place	Duration	Rate/Rank	Quals	Point of Contact
MLCPAC(vr), Alameda, CA	Through FY94	E6-O3	CALMS/COSAL (Navy)	CWO Diaz, 510-437-3125
D7 (apru)	45 days	SK (E4-E7)	Travel claims processing	LT Ramsey, 305-536-5601
CGHQ (G-MEP)	ASAP	O3-O4 (4), YN (1)	Marine safety exp. (pref. EIC 42)	LCDR Smith, 202-267-0441
D13 (dcs)	FY94 (6-12 months)	O4-O6	Process manager	CAPT Bernstein, 206-220-7310
CGHQ(G-RSM-3)	Approx. one year (FY94)	E4-E5	Familiar with CG Std. work station	LT W.L. Sewell, 202-267-0551

Cellular Phones

They're reaching out and touching our boating public

BY JEANNE ROONEY
D5 Chief, Networks/LAN support
Reprinted from D5 Bearings, August 1993

Increasing numbers of boaters are carrying cellular telephones on their boats as standard equipment. An onboard cellular telephone offers many advantages. It is transportable and can be used from your car, boat, home or carried on your person. Everyone knows how to dial a phone. You can call your home when you decide to fish a little longer.

No longer will certain excuses cut it like, "Honey, I was in the middle of the Chesapeake Bay. Do you think there are phone booths out there?"

Radios, on the other hand, are (or seem) more complicated. Not many homes have a VHF-FM radio on-line waiting for spousal updates. Besides, you don't need a license for a cellular phone.

Cellular telephone companies have been very enthusiastic in working with the Coast Guard "CG" program. In selected locations within the 5th District, anyone with a cellular phone who needs Coast Guard assistance can key in "CG." This connects the boater to the nearest Coast Guard group operations center.

Boaters often rely on cellular telephones as their only means of reporting distress, instead of VHF-FM radios. This is not the recommendation of the Coast Guard. VHF-FM radio is recommended as the **primary** means for contacting the Coast Guard for boating assistance.

For now, Commandant's position on the use of cellular phones is, "they are not a replacement for VHF-FM radio; rather, they are a **secondary** means by which to contact the Coast Guard."

There are some drawbacks for boaters who rely on

cellular phones as their only reporting method. Unlike VHF-FM, cellular telephone conversations cannot be heard by others who may be able to aid a boater in trouble. Furthermore, the Coast Guard currently has no means to home in on a cellular telephone signal. Also, off-shore coverage is not guaranteed by the cellular phone companies.

Cellular technology has come a long way since its inception and all of these issues can and will be resolved in the future. Once considered high-tech toys,

cellular phones are rapidly becoming necessities for the active person and are now impacting the boating public.

"No longer will certain excuses cut it like, 'Honey, I was in the middle of the Chesapeake Bay. Do you think there are phone booths out there?' "



On Deck

By MCPO Forrest W. Croom

Command Enlisted Advisor
Coast Guard Reserve



Questions or comments? Write or call:
Commandant (G-R CEA), USCG Headquarters,
2100 2nd St. SW, Washington., D.C. 20593. (202) 267-6844

Recently, two situations occurred which raised the question "Where is the pride in our work?" This is a valid question and should be addressed in a positive sense.

The problems which raised the question involved two young junior petty officers who firmly believed that the Coast Guard would do what was right to correct their particular situations. One had been lost in the transfer shuffle between districts and was placed in the IRR. The other was wrongfully discharged from the Coast Guard. It is not necessary to bore you with the details here; the end result was success for the IRR person and so far it looks like the wrongful discharge will also be corrected. What's needed is a look at the way we think about our work.

One major repair needs to be in the "I" mode of the system. "I'm too blocked and just don't have time to do it now." Or, "I'm sure somebody will take care of it." Another needed repair is the "THEY" mode: "They were supposed to take of that." Adjusting our attitudes to make these repairs can be a tremendously difficult thing to deal with, but can be done successfully if "WE" can get involved on a regular basis. A review of the system reveals that "WE" get things done more efficiently and timely than "THEY" or "I." If each person had taken the time to check the transfer papers of the first petty officer and processed them properly within the command, chances are he would not have been lost in the bureaucracy between districts. Had each person responsible at the command who discharged the second young petty officer checked for errors, chances are she would not have been wrongfully discharged. The system is designed to get things done and relies

on all the persons in the system, not a single individual to accomplish the job. If "WE" take pride in our work, it gets done right.

One thing to remember — we all will make mistakes. It takes strength to admit the mistake, but admit it and then correct it. The problem is and always has been, not admitting a mistake.

Where it is needed, we will succeed in getting that attitude adjustment working for our people and our Coast Guard. Pride in our work is still there. It stumbles now and then, but it's still there. We have a motto to live up to. Now, more than ever is the time to be "Semper Paratus."



Sea Scouts visit CGHQ



Photo by PA2 Pamela Sanders, G-RS-1

Sea Scouts and their advisors recently visited the Office of Readiness & Reserve in conjunction with the Scout National Jamboree at Fort AP Hill, Va. Left to right, back row: Myron Koehler, SPCO Douglas Yeckley of RU Inigoes, Sea Explorers Karen Walby, Cammie Homburg, Michael Hayenga, Advisors Jimmie Homburg and Joan Clark. Front row: MCPO Croom, Sea Explorers Norie Murisaki, Travis Donaho, Sarah Engler and Advisor Jim Elroy.

Can you find the Chiefs of Readiness & Reserve?

1993 marks 30 years since the Office of Reserve was formed at Coast Guard Headquarters. Hidden in the puzzle below are the last names of the Chief, Office of Readiness and Reserve since the office was formed in 1963. See how many you can find. Remember, the names may appear forward, backward and/or diagonally.



RADM **PENINGTON** (1993-present)
RADM **LOCKWOOD** (1991-1993)
RADM **FAIGLE** (1989-1991)
RADM **WELLING** (1987-1989)
RADM **BREED** (1985-1987)
RADM **MCDONOUGH, JR** (1984-1985)*
RADM **IRWIN** (1982-1984)
RADM **VAUGHN, JR** (1979-1982)
RADM **WETMORE III** (1977-1979)
RADM **SCHWOB** (1975-1977)
RADM **MOREAU** (1971-1973)
RADM **MCCUBBIN** (1968-1971)
RADM **WAESCHE, JR** (1966-1968)
CAPT **CARDWELL**** (1966)
RADM **TIGHE** (1965-1966)
RADM **THAYER** (1963-1965)

* In 1984, Readiness & Reserve merged to form the Office of Readiness & Reserve.

** Acting Chief, Office of Reserve, spring of 1966

By EM2/PA J.D. Wilson, USCGR

U.S. Department of Transportation

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